

SATURDAY, FEBRUARY 7, 1852.

The Ohio & Indiana Railroad put under Contract!

We have the satisfaction of announcing to our readers that the contract for the whole line of the Ohio & Indiana Railroad, from Crestline to Fort Wayne, has been taken by Judge Hanna and Pliny Hoagland of this city, and Wm. Mitchell of Noble Co., the late indefatigable Superintendent of the Fort Wayne and Lima Plank Road. They are determined, if the company can furnish the means by selling their bonds, and a sufficient amount of individual stock is promptly subscribed, to complete the road within two years. If the company should fail in realizing their expectations of raising the whole amount immediately, it is the firm resolve of the contractors to push forward the work as rapidly as the means can be supplied by the company.

The President will proceed to New York immediately, to negotiate the sale of the bonds of this county, Van Wert County, and Allen Co., Ohio; and as the demand for such securities is good, we have strong hopes he will succeed in his mission. This will afford ample means for the prosecution of the work until injunction restraining the issue of the Wyandot and Crawford Co. bonds shall be dissolved—which we have every reason to believe will be effected during the ensuing summer. Those who have best means of knowing, entertain no doubt that the new batch of Judges will dissolve the injunction.

Nothing, they, remains to retard the work of railroad competition: but we are now taking a good start, and shall eventually come out ahead of most those who have got up the start of us. The Ohio & Indiana Railroad we look upon as the best and most important road in the West. It is the directest route to the Atlantic cities, and runs through a country of unexampled richness, which will afford an immense business, and cannot but make the stock highly profitable. It will become the most eloquent and convincing style, being repeatedly interrupted by the most hearty and enthusiastic cheering.

AN ACT to Empower Railroad Companies to receive lands, lots and other property in subscription stocks.

It is enacted by the General Assembly of the State of Indiana, That it shall be lawful for any Railroad company which may be or may hereafter be incorporated to receive by purchase or subscription of stock any lands, and to hold and convey the same, that may be necessary for the purpose of erecting roads, turnouts, work shops, ware houses, or for any other purpose necessary for the conveniences of said companies in order to transact the business usual for Railroad companies.

Sec. 2. It may be lawful for said corporations, by the consent of the directors of the same, to receive the subscriptions for the capital stock of said companies under such regulations and restrictions as their Boards of Directors may prescribe, any lands, town lots, real estate or other description of property as may be offered for that purpose. Provided, however, that the same shall be sold except so much as may be necessary for the use of roads or for the purposes aforesaid within a reasonable time, and the proceeds applied for the construction of said roads or the apparatus.

A correspondence has been opened by the Peoria & Oquaka company, with a view of extending their road to Fort Wayne. This would be a most important step; it would give a railroad in almost a direct line from Philadelphia, through the centre of Illinois, to the Mississippi River, and would bring a large amount of freight and travel to our road. A line to Chicago will most likely soon be provided; Cincinnati is looking to Fort Wayne, and will endeavor to reach us; Toledo is anxious to unite with us; and roads in other directions, all making Fort Wayne a starting or terminating point, are talked of. The advantages of our location are beginning to be properly appreciated, and we entertain no doubt that when our present undertaking is completed, we shall soon have other Railroads branching off in every direction. Fort Wayne will become a central point in the railroad system of the west, and its progress and growth hereafter must be equal to that of any other town in the state—and far more rapid than most of them.

Our citizens take hold with an earnestness and determination worthy the undertaking, and the sum will be easily raised—the road will be in operation by the spring of 1854. We shall then be enlivened by the shrill whistle of the locomotive—Fort Wayne will be sought, within 24 or 30 hours' distance of Philadelphia—the value of our property will be doubled, our business increased—and our rapidly springing up to occupy the proud position to which its local situation and many natural advantages seem to have destined it. The road will be fairly out of the woods; it will take a new start, and our onward progress will accomplish the most sanguine. Nor will these benefits be confined to Fort Wayne; the adjacent country will be equally or even more largely profited; a ready market will be obtained for all the products of the farm—fruits and perishable articles can be sent off at small enhanced prices, and large amounts can be realized from sources which are now considered too insignificant for notice—the value of funds will be trebled and quadrupled, and they will always meet ready sale and find ready buyers.

Messrs. Hanna, Hoagland, and Mitchell's contract covers the whole work—grubbing, girdling, laying the rails, furnishing spikes, chairs, mud-sills, cross-ties, depots, stations, &c., and the expense of engineering, surveying, the whole cost of the road, except materials. The length of the line is 131 miles, of which 10 is to be added 5 miles for turn-outs, making a total of 136 miles, for which the contractors are to receive \$740,000, taking a third in stock and \$50,000 in the bonds of the company or lands—an average of \$4,500 per mile. The rails will cost about \$4,000 per mile, making the total cost of the road ready for the cars, \$9,832 per mile.—This is within the engineer's estimates, and is the lowest bid made. A Boston company bid \$10,000, or \$110,000 more than the successfull contractors, Messrs. Hanna and Hoagland, two of whom are contractors, and before offering a bid submitted to the board whether it would be proper for them to offer proposals, and accordingly decided in the affirmative, and their bid being the lowest, awarded them the contract.

At the meeting of the Board of Directors in the Bucyrus, on the 26th ult., we learned that the first question considered was the prospect of realizing from bonds now enjoined in Crawford and Wyandot counties. The Board came to the conclusion, after hearing all the facts in the case, that these injunctions would be dissolved, but it would require time to realize money on them. The next question considered was the amount of means the company could realize from subscriptions heretofore made, and after footin up the amount subscribed, came to the conclusion that it would be sufficient for active operations on the line of road for at least one year; by that time the amount enjoined could be realized and applied to the further prosecution of the work; and therefore it was resolved to let the whole work to contract, except the furnishing of the rails and rolling machinery.

A resolution was passed, directing the assistant Treasurers of the several counties to solicit and receive subscriptions to the capital stock of the company in lands, at their cash value, to be determined by the party proposing to subscribe and said Treasurers. The Board

also passed a resolution Equalizing Subscriptions of stock, by allowing interest from date of all payments until the completion of the road.

The President was instructed to proceed to New York without delay to negotiate and raise money. If his successful active operations will immediately commence on the whole line. The bonds of this county are not to be disposed of before those of the other counties, so that there will be no danger of our money being used to complete the work at the other end of the line, and we be compelled to wait until funds could be realized for our portion of the work.

The next meeting of the Board will be held in Fort Wayne, soon after the opening of navigation, when the location of the depot will be decided upon.

We congratulate our readers on the certainty that we shall speedily have a Railroad, giving us an outlet to the eastern cities, and also connecting us with most of the railroads in Ohio and this state. It is an additional source of gratification, that the contract has been taken by our own citizens, as any profit that may accrue from the work will be kept among us, instead of being drawn away, as would have been the case if an eastern company had the work; and is a guarantee that all the mechanical work,—every thing that can be—will be done here, and as little of the money expended abroad as possible. It also gives this end of the line an additional weight in the management of the affairs of the company, and insures us a full participation in the benefits of the railroad at as early a period as practicable.

We have been rather late in entering the field of railroad competition: but we are now taking a good start, and shall eventually come out ahead of most those who have got up the start of us. The Ohio & Indiana Railroad we look upon as the best and most important road in the West. It is the directest route to the Atlantic cities, and runs through a country of unexampled richness, which will afford an immense business, and cannot but make the stock highly profitable. It will become the most eloquent and convincing style, being repeatedly interrupted by the most hearty and enthusiastic cheering.

Extension of the Peoria & Oquaka Railroad to the Missouri.—A large and enthusiastic meeting was held at Burlington, Iowa, the western terminus of the Peoria & Oquaka Railroad on the 12th ult., to adopt measures for extending the Railroad to some suitable point on the Missouri, in a direct line with the Platte Valley and the South Pass.—The length of the line is 131 miles, of which 10 is to be added 5 miles for turn-outs, making a total of 136 miles, for which the contractors are to receive \$740,000, taking a third in stock and \$50,000 in the bonds of the company or lands—an average of \$4,500 per mile. The rails will cost about \$4,000 per mile, making the total cost of the road ready for the cars, \$9,832 per mile.—This is within the engineer's estimates, and is the lowest bid made. A Boston company bid \$10,000, or \$110,000 more than the successfull contractors, Messrs. Hanna and Hoagland, two of whom are contractors, and before offering a bid submitted to the board whether it would be proper for them to offer proposals, and accordingly decided in the affirmative, and their bid being the lowest, awarded them the contract.

The attention of the meeting at Burlington, appeared to be directed towards Lafayette, with a view of connecting with the Beliefontaine Railroad at Indianapolis; but this is not near so direct a route as the one through this place, and we presume if the meeting had been aware of the advantages offered by this route they would have given it the preference. The officers of the Peoria & Oquaka Railroad are looking this way, and have opened a correspondence with the Ohio & Indiana Company on the subject. It is a matter in which both are deeply interested, and we indulge the hope that an arrangement will be made to connect the two lines.

Kosciusko, after spending several days at Pittsburgh, reached Cleveland on Saturday last. His reception at both places, as well as at several points on the route, where the cars stopped, was most enthusiastic. Large amounts were subscribed in aid of the glorious cause in which he is embarked. He was to arrive in Cincinnati on Thursday. We have not seen any notice of the time he will be at Indianapolis, but suppose he will be there some time during a week or two, we shall know more of this subject.

When a girl refuses your arm, ask her how she'd like your hand. Ten to one she'll be the first time you "throw out." The critters have a great many ways of "coming round," a fellow, and this is one of them.

From the Illinois State Journal.

THE FOREST DIVORCE CASE.—Messrs. Dewart & Davenport of New York have published a full report of the proceedings of this case, as appeared in the N. Y. Herald. It makes a book of upwards of 300 pages, embellished with portraits of Mr. and Mrs. F. Price only 25 cents. Notwithstanding the indelicacy of a large part of the testimony, it is a book that will be eagerly sought after, and will meet a large sale.

We have received some numbers of the Daily Statesman, published at Madison, Wisconsin.

Our old friend Wm. A. Bugh, Esq., formerly of Decatur, is one of the editors. We cordially welcome him to the editorial ranks, and wish him every success in his undertaking. Among the advertisements we notice one "To the Sons of Ramrod"—Ninrod, we mean, by J. P. Howard, gunsmith, formerly of Fort Wayne.

CATHOLIC OPPOSITION TO KOSSUTH.—Kossuth, in his speech at Pittsburgh, thus alluded to the opposition made to his mission by certain Catholic papers and political priests in this country:

Kossuth considered the Roman Catholic opposition to his cause, which he had been told existed; he was glad to say that such opposition was not general. Many of his best friends were Roman Catholics. But why should any of them oppose him? Did not the denominations desire civil and religious liberty? Did any of them love oppression? Was there any more Catholic than Italy?—that Rome itself? We have seen a few die-hard struggled hard to support his cause, because they were afraid of the suppression of European despotism. Seventeen republican conspirators were recently arrested in Italy, sixteen of whom were priests of the lower order of the clergy; and such is the feeling of the great majority of the clergy of Italy. They are opposed to the union of temporal and spiritual powers, because it degrades the former to the level of despotic ambition.

Mr. Stover reported a bill to authorize the formation of companies to arrest horse thieves and other felons. Various resolutions were adopted. The bill to authorize a geological survey was indefinitely postponed. Bills were passed, to authorize the taking up of animals going astray; to repeal an act relative to the corporate powers of the city of Evansville. To authorize arbitration andumpire; to constitute a council for the Government of the Indians, to advise with him in all negotiations for pardons or remittances; joint resolution asking Congress for a donation of the unclaimed lands in the Vincennes district for the benefit of common schools. The joint resolution of the Senate relative to the books and painting taken from Mexico was rejected—*Yates* 68, nos. 39.

SENATE, Jan. 27.—Bill introduced regulating General Elections.

SENATE, Jan. 27.—Bill introduced by the General Assembly of the State of Indiana, to build a canal through the state.

HOUSE.—A report from the judiciary committee.—It was decided that the 2d, 4th, and 11th specifications of the personal property assessment law were unconstitutional.

In the afternoon the House declared by resolution that no change should be made by this present law relative to capital punishment. This bill exempting 500 dollars worth of property from taxation in its final passage, was passed.

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The President will proceed to New York immediately, to negotiate the sale of the bonds of this county, Van Wert County, and Allen Co., Ohio; and as the demand for such securities is good, we have strong hopes he will succeed in his mission. This will afford ample time for the prosecution of the work until the injunction restraining the issue of the Wyandot and Crawford Co. bonds shall be dissolved—which we have every reason to believe will be effected during the ensuing summer. Those who have best means of knowing, cannot doubt that the new bench of Judges will dissolve the injunction.

Nothing, then, remains to retard the work of preparing its being done within the time stipulated, if the citizens along the line take the sum of stock necessary, in addition to the early subscriptions, to raise the required \$300,000. The sum required from our citizens will be \$50,000—an amount which, though large, is a trifling sum compared with the magnitude of the work and its importance to the wealth and prosperity of our county. We hope it will be raised; and as it will be expended amongst us, and will in addition create a great influx of wealth and population over borders, occupying and improving our wild lands, and otherwise adding to our wealth resources, the subscription will never be less, whilst the amount subscribed will prove a safe and profitable investment, enriching all persons. Land will be received on subscription to stock.

Let our citizens take hold with an earnest and determined heart on the undertaking, and the sum will be easily raised—the road will be in operation by the spring of 1854—when shall then be enlightened by the skill of the locomotive—Fort Wayne will be in sight, within 24 or 30 hours' distance of Philadelphia—the value of our property will double—our business increased—and our rapidly spring up to occupy the proud position to which its local situation and many advantages seem to have destined it. Then we shall be fairly “out of the woods.” Fort Wayne will take a new start, and our onward progress will witness the most sanguine. Nor can these benefits be confined to Fort Wayne; the adjacent country will be equally or even more largely profited: a ready market will be furnished for all the products of the first—small and perishable articles can be sent off and sold at enhanced prices, and large amounts can be realized from sources which are now considered too insignificant for notice—the value of lands will be trebled and quadrupled, and fog will always meet ready sale and find ready purchasers.

Moses Hanna, Heagland, and Mitchell's contract covers the whole work—grubbing, grading, bridging, laying the rails, furnishing spikes, chairs, mauls, crosses, depots, &c., &c., &c., and the expense of engineering—in fact, the whole cost of the road, except the rails. The length of the line is 131 miles, which is to be added 5 miles for turn-outs, & making a total of 136 miles, for which the contractors are to receive \$740,000—taking \$120,000 in stock and \$60,000 in the bonds of the company or bonds—an average of \$5,000 per mile. The rails will cost about \$4,000 per mile, making the total cost of the road ready for the cars, \$9,832 per mile.

In Wright's engine's estimate, and it is the west end made. A Boston company bid \$1,000,000, or \$10,000 more than the success of contractors, Moses Hanna and Heagland, the contractors are directors, and before in Negro had submitted to the board whether it would be proper for them to offer proposals; and their bid being the lowest, awarded the contract.

The attention of the meeting of Burlington appeared to be directed towards Lafayette, with a view of connecting with the Beloit & Milwaukee Railroad at Indianapolis; but this is not near so direct a route as the one through Cincinnati, and we presume if the meeting had been adjourned among the members, Senator Jones of R. I., has framed a project for a modification of the tariff, and, having consulted a number of meaders in regard to it, will present it with approbation of some of the leading democratic members of both Houses.

I understand that the scheme embraces a reduction of the rate of duties on some articles of manufacture, that enter into general consumption, and increases the rate of duty on the higher fabrics. It proposes to add ten percent to the present duties on iron, and the same upon fine cuttings, and fabrics of cotton and wool. It leaves the present system unaltered in other respects.

Kosciusko, after spending several days at Pittsburgh, reached Cleveland on Saturday last. His reception at both places, as well as at several points on the route, where the cars stopped, was most enthusiastic. Large amounts were subscribed in aid of the glorious cause in which he is embarked. He was to arrive in Cincinnati on Thursday. We have not seen any notice of the time he will be at Indianapolis, but suppose he will be there some time during the ensuing week.

A resolution was passed, directing the assistant Treasurers of the several counties to collect and receive subscriptions to the capital stock of the company in bonds, at their cash value, to be determined by the party proposing the original Tariff. The Board

also passed a resolution Equalizing Subscriptions of stock, by allowing interest from date with & Davenport of New York have published a full report of the proceedings of this case, as of all payments until the completion of the road, a full report of the proceedings in the N. Y. Herald. It makes the President was instructed to proceed to New York without delay to negotiate and a book of upwards of 300 pages, embellished with portraits of Mr. and Mrs. F. Price only 25 cents. Notwithstanding the indelicacy of the case, the trial will immediately commence on the whole line. The bonds of this county are not to be disposed of before those of the other counties, so that there will be no danger of our money being used to complete the work at the other end of the line, and we are compelled to wait until funds could be realized for our portion of the work.

The next meeting of the Board will be held in Fort Wayne, soon after the opening of navigation, when the location of the depot here will be decided upon.

We congratulate our readers on the certainty that we shall speedily have a railroad giving us an outlet to the eastern cities, and also connecting us with most of the railroads in Ohio and this state. It is an additional source of gratification, that the contract has been taken by our own citizens, as any profit that may accrue from the work will be kept among us, instead of being drawn away, as would have been the case if an eastern company had the work; and is a guarantee that all the mechanical work,—every thing that can be well be done here, and as little of the money expended abroad as possible. It also gives this end of the line an additional weight in the management of the affairs of the company, and insures a full participation in the benefits of the railroad at as early a period as practicable.

We have been rather late in entering the field of railroad competition; but we are not taking a good start, and shall eventually come out ahead of most of those who have got the start of us. The Ohio & Indiana Railroad we look upon as the best and most important road in the West. It is the direct route to the Atlantic cities, and runs through a country of unequalled richness, which will afford an immense business, and cannot but make the former to the level of despotic ambition.

If any Catholics were opposed to him, let them remember that in so doing, they crush seven millions of Hungarian Catholics, uprooted by the Czar, and did the work of Russian diplomacy.

He then proceeded at length, in his usual eloquent and convincing style, being repeatedly interrupted by the most hearty and enthusiastic cheering.

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Sec. 1. *Be it enacted by the General Assembly of the State of Indiana, That it shall be lawful for any railroad company which may not be or may hereafter be incorporated to receive by purchase or subscription of stock any lands, and to hold and convey the same that may be necessary for the purpose of erecting depots, turn-outs, work-shops, warehouses, or for any other purpose necessary for the convenience of said companies in order to transact the business usual for railroad companies.*

A correspondence has been opened by the Peoria & Oquaka company, with a view of extending their road to Fort Wayne. This would be a most important step; it would give a railroad in almost a direct line from Philadelphia, through the centre of Illinois, to the Mississippi River, and would bring a large amount of freight and travel to our road.

A line to Chicago will most likely soon be provided for, Cincinnati is looking to Fort Wayne, and will endeavor to reach us; Toledo is anxious to unite with us; and needs in other directions, all making Fort Wayne a starting point for terminating point, are talked of. The advantages of our location are beginning to be properly appreciated, and we entertain no doubt that when our present undertaking is completed, we shall have other Railroads branching off in every direction. Fort Wayne will become a central point in the railroad system of the west, and its progress and growth hereafter must be equal to those of any other town in the state—and far more rapid than most of them.

We refer our readers to the communication of Judge Hanna, and to an article from the Lima Argus, for further information on this subject.

Excision of the Peoria & Oquaka Railroad to the Missouri.—A large and enthusiastic meeting was held at Burlington, Iowa (the western terminus of the Peoria & Oquaka Railroad) on the 12th ult. to adopt measures for extending the Railroad to some suitable point on the Missouri, in a direct line with the Platte Valley and the South Pass.

Committees were appointed to draft articles of incorporation for the company, to open a correspondence, prepare circulars and memorials, and to procure from Congress a grant of lands in aid of the undertaking.

Sad Steamboat Disaster.—The steamer Da Wit Clinton from New Orleans to Pittsburgh, struck a snag near Memphis on the 25th, and sank within ten minutes in deep water. Twenty-five or thirty lives were lost, and all the crew except one fireman. Officers saved, together with books and papers. Boat and cargo entirely lost.

Maryville, Jan. 28.—Thirty-six bodies have been recovered from the wreck of the steamer Da Wit Clinton, which sank a few miles below this place on Monday.

Mansfield, Jan. 28.—M. C. Garber, editor of the Madison Journal, was stabbed this afternoon in three places, by Hamilton Hibbs. Garber's recovery is doubtful.

A dispatch from Madison, dated Saturday, says that Garber is out of danger. Mr. Hibbs had not at that time been arrested, no notice of the affray having taken by the authorities.

Washington Jan. 10.—The Tariff—Mr. Jones' Project—I learn that that's no tariff scheme has yet been brought forward in Congress, the subject has been agitated among the members. Senator Jones of R. I., has framed a project for a modification of the tariff, and, having consulted a number of meaders in regard to it, will present it with approbation of some of the leading democratic members of both Houses.

I understand that the scheme embraces a reduction of the rate of duties on some articles of manufacture, that enter into general consumption, and increases the rate of duty on the higher fabrics. It proposes to add ten percent to the present duties on iron, and the same upon fine cuttings, and fabrics of cotton and wool. It leaves the present system unaltered in other respects.

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Catholic opposition to Kosciusko—Kosciusko,

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Among the additional sources of income

we notice one “To the Sons of Hamad”—

Named, J. P. Howard, gunsmith, formerly of

Fort Wayne.

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Emigration from the South.—*Slaves for Sale*—The steamer *Isabel* sailed from Charleston on the 2nd Inst., for Havana, with 212 passengers, including thirty-nine slaves, owned by fifty North Carolinians, who are their way to California. About eighty of the passengers were from Georgia, who are also in search of gold on the Pacific. The *Charleston Courier* says the indications are that on the next trip of the *Isabel* she will carry a still greater number of passengers.

MARRIED.—On Thursday last, by Rev. J. Bentz, Mr. HENRY KRAEMER to Miss MARY A. SCHILLING.

We tender our congratulations on the happy occasion, and hope the *Shelton* bridegroom has earned many measeus and multiply, and be the foundation of a fortune that will place him among the happiest and richest of mankind.

P. S. The cake was excellent.

SHERIFF'S SALE.

Miss Anna Smallhouse (the Young Lady of Fort Wayne) is preparing to give instruction on the PIANO and a SINGING. Her residence is on Columbia Street, two doors south of the Public Square, east side.

Feb. 6, 1852. 3631

Sheriff's Sale.

BY VOTE of an Easement to me directed by the Clerk of the Allen Circuit Court, I will expense for sale on the 8th day of March, 1852, at the Court House door in Fort Wayne, within the hours prescribed by law, the rents and profits for seven years of the following real estate, to-wit: The south end of the north half of the northeast fractional quarter of Sec. 11 No. two (2), township No. thirty (31), north range No. twelve (12) east, containing thirty-five (35) acres, and so arranged to realize the full amount of its value, interest and costs, I will of the same, and in view of the same, expose the fact and record the same.

Taken by the property of Hubbard Nickerson at the suit of John McQuire.

W. H. McDONALD, Sheriff, C. C. Feb. 7, 1852. 3632 3631

Sheriff's Sale.

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Feb. 7, 1852. 3632 3631

TAILORING.

PROGRESS & FRANK would respectfully inform the public that they have commenced the TAILORING BUSINESS, at 218 W. Market St. "Peter's black Cabinet Warehouses" on Columbia Street, where they will make up to order, in the best style, and workmanship, the name.

N. B. Patterns done to order, and warranted to fit properly made up.

Fort Wayne, Jan. 23, 1852. 430

RESCUE.

MEMOIR of Billy Ford who were arrested at the 1st of January for committing perjury in the town of New Haven, Indiana, in this day of trial of his master and owner. The business said from Bill all he was set off to get and paid by John Bent, one of the Partners of said firm.

JOHN BENT,

J. B. FORD,

Ashland, January 12, 1852.

N. B. The author, excepted as usual by John Bent, at the "Old Stand," 430

Wool Cards.

WE HAVE received an assortment of the best Wool Cards from a Manufacturing Establishment East, and will sell the same at competitive prices, to wool carders or any other person who may give us call.

We are the makers of our Carding Machines, and find them to be the best we have ever used.

RHISOFF & WOLKE,

Fort Wayne, Jan. 20, 1852. 3630

State of Indiana, Delaware County, 12.

Delaware Circuit Court, in variation before Spring Term, 1852.

Bill Foreclosure.

In re: A. J. BIRDSDALE, Plaintiff, vs. BIRDSDALE, Defendant. The Clerk of said Court, that the above named defendant, BIRDSDALE, Ward, is not a resident in the state of Indiana, nor is he a party to the action of said Court, to be begun in the first term of said Court, to be begun in the month of April, at the time fixed by law, and plead over, and doth file Bill, and it is desired that the same be ruled as untenable, and a decree be rendered accordingly.

J. P. ANDREW, Clerk.

Jan. 19, 1852. 3631

DEADING IN R. C. B. Books, not quality of New York, New York, at the Price of \$1.00 each.

Fort Wayne, Jan. 21, 1852.

Notice.

THOMAS C. DURRIE, before existing, and the name and firm of WATSON & WALL, &c., is the day 21st, by written complaint, to the subscriber, to be sold to him, and to be paid by him, in which he respects his compensation to his friends, for their former patronage, & hope to receive a sum for the new disposition.

All persons indebted to the firm, are hereby notified, will please present their accounts to WATSON & WALL, Fort Wayne, Jan. 22, 1852.

Help a Poor Man through the World

The subscriber having informed himself

FULTON FOUNDRY,

New England & Western Works Factory is reported to be in full operation, and is making fine Castings, Molds, Ships, such as Steam Engines for Ships and Grist Mills, as propelling every kind of Machinery, together with all the Machinery and fixtures for the same.

Brass and Iron Castings

E. R. BUNNELL,

Port Wayne, Jan. 14, 1852. 3632

A small steamer is to be had now at a low

E. H. BUNNELL,

Port Wayne, Jan. 14, 1852. 3632

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